

CLUB - \$12.00 Per Dozen
F.O.S. - \$15.00 Per Dozen
The Best Value in
SCOTCH WHISKIES
on the Market.
H. PRICE & CO.
428 Queen's Road.

The China Mail.

ESTABLISHED 1845.

No. 12,017.

號一廿九一年零百九十一英

HONGKONG, SATURDAY, SEPTEMBER 21, 1901.

日九初月八年丑辛

PRICE, \$2.50 Per Month.

AGENTS FOR THE CHINA MAIL.
LONDON: - E. ALAIS, 11 & 12, Clement Street,
London, 10, Old Bond Street, E.C., Street,
Co., 20, Cornhill, Gomme, 6
Co., 1, London, Cottages, E.C.,
Harris & Co., 81, Cannon Street, E.C.,
Shaw, Draper & Co., 150 & 154,
Ladenhall Street, W. M. NELLS, 151,
Cannon Street, E.C., ROBERT WATSON,
150, Fleet Street, G. MITCHELL & CO.,
Snow Hill, Hobson Street, E.C.,
PARIS AND EUROPE: - MAYNARD,
PALEY & CO., 18 Rue de la Grange,
Belgrave.
NEW YORK: - THE CHINESE EVANGELIST,
19, West 22nd Street.
SAN FRANCISCO AND AMERICAN PORTS
generally: - BAIN & BLACK, San Fran-
cisco.
AUSTRALIA, TASMANIA, AND NEW
ZEALAND: - GORDON & GEORGE, Mel-
bourne and Sydney.
CEYLON: - W. M. SMITH & CO., THE
APOTHECARY CO., Colombo.
PATAYA: - H. M. VAN DOB & CO.,
SINGAPORE, STRAITS &c.: - KELLY &
WALSH, Ltd., Singapore.
PHILIPPINE ISLANDS: - A. S. WAT-
SON & CO., Manila.
CHINA: - MUNN, A. A., DE MELLO, Arroyo,
MUNN & CO., LIMITED, Funchal,
BROCKET & CO., Shanghai, LANE,
CRAWFORD & CO., and KELLY &
WALSH, Funchal, LANE, CRAWFORD
& CO., and KELLY & WALSH.

Intimations.

GERMAN SCHOOL ASSOCIATION.

THE WINTER-TERMS commence on
the 1st October, 1901. PARENTS,
desirous that their Children should join
will please communicate with the Head-
MASTER, PASTOR KRUEGER, at the School
Room, Union Church, Kennedy Road, on
Week Days between 9 a.m. and 12.30
p.m., or with the Undersigned.

PAUL BREWITT,
Hon. Secretary.

19, Queen's Road, 2nd Floor.
Hongkong, September 16, 1901. - 1924

DOUGLAS SHIPMENT COMPANY,
LIMITED.

THE ORDINARY GENERAL MEET-
ING OF SHAREHOLDERS in the
above Company will be held at the Com-
pany's Office on SATURDAY, 28th Sep-
tember, at Noon, for the purpose of receiv-
ing the Report of the General Managers,
together with a Statement of Accounts to
30th June, 1901.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 2nd to the
28th September, both days inclusive.

DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, September 18, 1901. - 1942

GREAT EASTERN AND CALEDONIAN
GOLD MINING CO., LTD.

IN LIQUIDATION.

NOTICE is hereby given that a First
and Final DIVIDEND of 24 cents
per PREFERENCE SHARE will be PAID.
Shareholders are requested to send in their
PREFERENCE SHARES at their earliest convenience
to the Undersigned, whereupon Payment
of the above Dividend will be made.

M. BENNEKE,
Liquidator.
Hongkong, August 23, 1901. - 1957

GREAT EASTERN & CALEDONIAN
GOLD MINING CO., LTD.

IN LIQUIDATION.

NOTICE is hereby given that a GEN-
ERAL MEETING of the SHARE-
HOLDERS will be held at the Co.'s Office,
No. 14, Des Voeux Road, on MONDAY,
the 30th of Sept., at 12.15 o'clock p.m.,
for the purpose of having an account laid
before them, showing the manner in which
the winding up has been conducted and the
property of the Company Disposed of, and
of hearing any explanation that may be
given by the Liquidator, and also of Determin-
ing by EXTRAORDINARY RESOLU-
TION the manner in which the Balance,
accounts, books and documents of the Com-
pany, and of the Liquidator thereof, shall
be disposed of.

M. BENNEKE,
Liquidator.
Hongkong, August 29, 1901. - 1902

UNION INSURANCE SOCIETY OF
CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-
EIGHTH ORDINARY YEARLY
MEETING of the SOCIETY will be held
at its HEAD OFFICE, No. 1 Queen's Buildings,
Hongkong, on THURSDAY, the 10th
October, 1901, at Noon, for the purpose of
receiving the report of the Directors, toge-
ther with statements of account for the
year 1900 and the half-year ending the
30th June, 1901, and of declaring Divi-
dends, &c.

The TRANSFER BOOKS of the Society
will be CLOSED from the 30th September
to the 10th October, both days inclusive.

By Order of the Board,

W. J. SAUNDERS,
Secretary.
Hongkong, September 20, 1901. - 1952

NOTICE.

We have appointed Mr. W. S. ALLEN to
be Manager of our Hongkong
Branch, and to have charge of our interests
in the Far East, including the Philippines
Islands.

SPERRY FLOUR COMPANY (Incorp.)

SAN FRANCISCO,
CALIFORNIA.

Hongkong, September 18, 1901. - 1939

WE have this day been appointed SOLE
AGENTS for the well-known CIGAR
FACTORY "LA OCEANICA" of MANILA,
P.I. Cigars of Cuban Style. All Orders
shall have our careful attention. Price List
may be had on application to

RITCHIE & CO.,
29, Des Voeux Road,
Hongkong.

FRED. C. FOCKEN,
General Agent
Manila.
P.O. Box, 374.
Hongkong, August 31, 1901. - 1928

NOTICE.

THE Undersigned carry in Stock an
extensive line of CIGARS and
CIGARETTES from the "GERMAL"
FACTORY of Manila, for which they are
Sole Agents in Hongkong. Prices inde-
rate. Stock of specially selected quality.
A trial selected. Special Terms to Ex-
porters.

T. M. STEVENS & CO.,
3, Duddell Street.
Hongkong, August 2, 1901. - 1907

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateurs
ENLARGEMENTS A SPECIAL FEATURE
1587

AMONTILLADO
SHERRY.

\$14.00 Per Dozen.

H. PRICE & CO.

428 Queen's Road.

Dentistry.

AMERICAN SYSTEM
OF
DENTISTRY
AT
39, QUEEN'S ROAD CENTRAL,
CHADWICK K.E.W.,
(late of Poate and Noble.)

Hongkong, July 12, 1897. - 2586

DENTISTRY.
SUI SANG,
Practising with Dr. I. SAKATA
DENTIST.
No. 4, Queen's Road Central.
Hongkong, January 1, 1898.

S. I. E. N. T. I. N. G.,
Surgeon Dentist,
No. 14, D'Aguilar Street.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1900. - 628.

DENTISTRY.
AMERICAN SYSTEM,
WONG HO-MI,
SURG. DENTIST.
TERMS MODERATE.
CONSULTATION FREE.
Hongkong, October 3, 1898. - 2100

TIME TABLE.

WEEK DAYS
7.30 a.m. to 8.00 a.m... Every 10 minutes.
8.00 a.m. to 8.30 a.m... Every 15 minutes.
8.30 a.m. to 9.30 a.m... Every 10 minutes.
9.30 a.m. to 11.00 a.m... Every 15 minutes.
11.30 a.m. to 12.45 p.m... Every 15 minutes.
12.45 p.m. to 1.15 p.m... Every 10 minutes.
1.15 p.m. to 1.45 p.m... Every 15 minutes.
1.45 p.m. to 2.15 p.m... Every 10 minutes.
2.15 p.m. to 3.00 p.m... Every 15 minutes.
3.30 p.m. to 5.30 p.m... Every 15 minutes.
5.30 p.m. to 8.00 p.m... Every 10 minutes.
8.45 p.m. and 9 p.m... 45 p.m. to 11.15
p.m. every half hour.

SUNDAYS
8.00 a.m. to 8.30 a.m... Every 15 minutes.
8.30 a.m. to 9.30 a.m... Every 30 minutes.
9.30 a.m. to 10.30 a.m... Every 15 minutes.
10.30 a.m. to 11.00 a.m... Every 10 minutes.
12.00 Noon to 1.00 p.m... Every 10 minutes.
1.00 p.m. to 5.00 p.m... Every 15 minutes.
5.00 p.m. to 6.00 p.m... Every 10 minutes.
6.00 p.m. to 7.00 p.m... Every 15 minutes.
7.00 p.m. to 8.00 p.m... Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAYS
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement with the
Company's Office, 38 and 40, Queen's Road
Central.

JOHN D. HUMPHREYS & SON,
General Manager.
Hongkong, April 2, 1901. - 1061

Intimations.

Intimations.

MUSIC LESSONS.

M. L. A. GRACA receives Pupils for
the VIOLIN, MANDOLINE and
PORTUGUESE GUITARRA.
For Terms, Etc.
ROBINSON PIANO CO., LTD.
Hongkong, August 15, 1901. - 1699

SINGING, PIANO, MANDO-
LINE, BANJO, &c.

SIGNOR CATTANEO
has RESUMED TUITION
TERMS, \$10 per Month.
TWO LESSONS PER WEEK.
Care of LANE, CRAWFORD & CO.,
Hongkong, April 22, 1901. - 364

DOUGLAS SHIPMENT COMPANY,
LIMITED.

THE ORDINARY GENERAL MEET-
ING OF SHAREHOLDERS in the
above Company will be held at the Com-
pany's Office on SATURDAY, 28th Sep-
tember, at Noon, for the purpose of receiving
the Report of the General Managers,
together with a Statement of Accounts to
30th June, 1901.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 2nd to the
28th September, both days inclusive.

DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, September 18, 1901. - 1942

GREAT EASTERN AND CALEDONIAN
GOLD MINING CO., LTD.

IN LIQUIDATION.

NOTICE is hereby given that a First
and Final DIVIDEND of 24 cents
per PREFERENCE SHARE will be PAID.
Shareholders are requested to send in their
PREFERENCE SHARES at their earliest convenience
to the Undersigned, whereupon Payment
of the above Dividend will be made.

M. BENNEKE,
Liquidator.
Hongkong, August 23, 1901. - 1957

GREAT EASTERN & CALEDONIAN
GOLD MINING CO., LTD.

IN LIQUIDATION.

NOTICE is hereby given that a GEN-
ERAL MEETING of the SHARE-
HOLDERS will be held at the Co.'s Office,
No. 14, Des Voeux Road, on MONDAY,
the 30th of Sept., at 12.15 o'clock p.m.,
for the purpose of having an account laid
before them, showing the manner in which
the winding up has been conducted and the
property of the Company Disposed of, and
of hearing any explanation that may be
given by the Liquidator, and also of Determin-
ing by EXTRAORDINARY RESOLU-
TION the manner in which the Balance,
accounts, books and documents of the Com-
pany, and of the Liquidator thereof, shall
be disposed of.

M. BENNEKE,
Liquidator.
Hongkong, August 29, 1901. - 1902

UNION INSURANCE SOCIETY OF
CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-
EIGHTH ORDINARY YEARLY
MEETING of the SOCIETY will be held
at its HEAD OFFICE, No. 1 Queen's Buildings,
Hongkong, on THURSDAY, the 10th
October, 1901, at Noon, for the purpose of
receiving the report of the Directors, toge-
ther with statements of account for the
year 1900 and the half-year ending the
30th June, 1901, and of declaring Divi-
dends, &c.

The TRANSFER BOOKS of the Society
will be CLOSED from the 30th September
to the 10th October, both days inclusive.

By Order of the Board,

W. J. SAUNDERS,
Secretary.
Hongkong, September 20, 1901. - 1952

NOTICE.

WE have this day been appointed SOLE
AGENTS for the well-known CIGAR
FACTORY "LA OCEANICA" of MANILA,
P.I. Cigars of Cuban Style. All Orders
shall have our careful attention. Price List
may be had on application to

RITCHIE & CO.,
29, Des Voeux Road,
Hongkong.

FRED. C. FOCKEN,
General Agent
Manila.
P.O. Box, 374.
Hongkong, August 31, 1901. - 1928

NOTICE.

AMONTILLADO
SHERRY.

\$14.00 Per Dozen.

H. PRICE & CO.

428 Queen's Road.

Dentistry.

AMERICAN SYSTEM
OF
DENTISTRY
AT
39, QUEEN'S ROAD CENTRAL,
CHADWICK K.E.W.,
(late of Poate and Noble.)

Hongkong, July 12, 1897. - 2586

DENTISTRY.
SUI SANG,
Practising with Dr. I. SAKATA
DENTIST.
No. 4, Queen's Road Central.
Hongkong, January 1, 1898.

S. I. E. N. T. I. N. G.,
Surgeon Dentist,
No. 14, D'Aguilar Street.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1900. - 628.

DENTISTRY.
AMERICAN SYSTEM,
WONG HO-MI,
SURG. DENTIST.
TERMS MODERATE.
CONSULTATION FREE.
Hongkong, October 3, 1898. - 21

Intimations.

LEA & PERRINS' SAUCE.

Purchasers are requested to note that every bottle bears, upon its RED LABEL, the signature in WHITE of Lea & Perrins. None is the original and genuine Worcestershire without this. Persons infringing this label will be prosecuted.

LEA & PERRINS' SAUCE.

E10

Ideal Milk

ENRICHED 20 PER CENT. WITH CREAM.



Sterilized—Not Sweetened.

A PERFECT SUBSTITUTE FOR FRESH MILK.

E11

TAKE HOLLOWAY'S PILLS

For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.

THEY ARE INVALUABLE

FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

E12

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

DINNEFORD'S

The Physician's Cure for Gout, Rheumatism, and Gravel; the safest and most gentle Remedy for Infants, Children, Diabetics, Females, and the Sicknes of Pregnancy.

DINNEFORD'S MAGNESIA

Sold Throughout the World.

Only Medicines of the kind awarded a Certificate at the Calcutta Exhibition, 1893-94, open to all Countries.

REGISTERED DR. LALOR'S TRADE MARK

PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

In forty years has maintained its wide reputation as the best and safest reliable Phosphoric Cure for Rheumatism, Gout, Rheumatoid Arthritis, Paroxysmal Neuralgia, Sciatica, Headache, Indigestion, Sour Eructations, Piles, and other Affections.

DINNEFORD'S MAGNESIA

N.B.—ASK FOR DINNEFORD'S MAGNESIA.

E13

Intimations.



For sore hands, red, rough hands, itching, burning palms, and painful finger ends with callous, nostrils, the CUTICURA treatment is simply wonderful.

Cuticura SOAP

Dry, and abiot freely with Cuticura, the great skin care and purer of emollients. Wear during the night old, loose kid gloves, with finger ends cut off and holes in the palms.

Complete External and Internal Treatment for Every Humour. Consisting of CUTICURA SOAP with oil of eucalyptus and soot and the thickening and healing, and CUTICURA RESOLVENT, to cool and cleanse the blood. A SINGLE SET is often sufficient to cure torturing, disfiguring humours, with loss of hair, white skin, and other depredations. Price, £1.50. Sydenham, E. W., Co., African and Indian and CHEM. CORP., So. Frops, Boston, U. S. A.

KELLY & WALSH, LTD.

NEW BOOKS.

TRISTRAM OF BLYNT, BY ANTHONY HOPE	1.50	Alice of Old Vincennes, by M. Thompson	1.50	Index of Individuals.
The Handy Book on the Law and Practice of Joint Stock Companies, by A. Brook	82.50	A Millionaire's Love Story, by Guy Boothroyd	1.50	Political reformers and agitators
Commercial Education at Home and Abroad, by F. Hooper and J. Graham	3.50	The Serious Wedding, by John Oliver Hobbes	1.50	(20) 233
Roman and European, by M. Townsend	3.50	Babs the Impossible, by Sarah Grand	1.50	Sailors (45) 150
Roman Public Life, by A. H. J. Greenidge	6.50	Shamus: A Social Satire	1.50	Men of science (65) 131
The Map of Life: Conduct and Character, by W. E. H. Lecky	3.25	The Queen Victoria Billy, by Lloyd Osborne	1.50	Soldiers (42) 113
Her Royal Highness Woman, by Max O'Rell	2.25	No Vindication, by Mrs Coulson Kermahan	1.50	Artists (74) 111
The Tides and Kindred Phenomena in the Solar System, by G. H. Darwin	4.50	The Master Sinner, by a Well-known Author	1.50	Poets (56) 107
Foster's Encyclopaedia of Indoor Games	4.50	The Colleen, by Charles Marriott	1.50	Royal family (69) 107
Games for Family Parties and Children	1.50	The Adventure of Princess Sylvie, by Mr C. N. Williamson	1.50	Lawyers (56) 107
The Art of Conversing	1.50	Another Woman's Territory, by 'Alien'	1.50	Created peers and their sons (80) 102
China's Only Hope: An Appeal by Her Greatest Vicar, Chung Chih Tung	2.25	The Story of Eva, by Will Payne	1.50	Noblemen (53) 89
Brassey's Naval Annual 1901	10.00	The Coward, by R. L. Jeffreys	1.50	Men and women of letters (88) 85
Great Battles of the World, by Stephen Crane	1.50	JUST LANDED.		Heraldic attorney (149) 82
SLAZENGER'S FAMOUS E.G.M. TENNIS RACQUETS		SLAZENGER'S FAMOUS E.G.M. TENNIS RACQUETS	\$16.00 each	Divines (57) 83
Price		Price		Mon of low birth (12) 50
				Explorers (8) 33
				Actors and actresses (16) 33

JUST LANDED.

SLAZENGER'S FAMOUS E.G.M. TENNIS RACQUETS

Price \$16.00 each.



JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON. E7

Dr. J. Collis Browne's

CHLORODYNE

COUGHS, COLDS, ASTHMA, BRONCHITIS.

IS THE GREAT SPECIFIC FOR DIARRHEA, DYSENTERY, CHOLERA.

D. J. COLLIS BROWNE'S CHLORODYNE.—Dr. J. COLLIS BROWNE (late Army Medical Staff) DISCOVERED A REMEDY, to date, which he named the "NEW CHLORODYNE." Dr. Browne is the SOLE INVENTOR, and as the composition of Chlorodyne can possibly be discovered by any one, he has placed it in the public domain, and since the formula has never been published, it is evident that any statement to the effect that the compound is identical with Dr. Browne's Chlorodyne must be false. This caution is necessary, as many persons deceive purchasers by false representations.

D. J. COLLIS BROWNE'S CHLORODYNE.—Vice-Chancellor Sir W. PAGE WOOD stated publicly in Court that Dr. J. COLLIS BROWNE was undoubtedly the INVENTOR of CHLORODYNE, that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been reported to—See *The Times*, July 18, 1864.

D. J. COLLIS BROWNE'S CHLORODYNE is the TRUE PALLIATIVE in EPILEPSY, SPASMS, COLIC, PALPITATION, HYSTERIA.

IMPORTANT CAUTION.—The IMMENSE SALE of this REMEDY has given rise to many UNSCRUPULOUS IMITATIONS. Be careful to observe Trade Mark of all Chemists. It is 14/-, 25/-, 3d, & 4/- 6d. SOLE MANUFACTURER.

J. T. Davyport, 33, Great Russell Street, London, W.C. E9

TO LET.

For Sale.

FOR SALE.

JOHN GRAHAM'S CHOICE, "FIVE CROWN" PORT. Well-known to connoisseurs in the East.

G. C. ANDERSON,

20, Des Vaux Road,

Hongkong, September 14, 1901. 1900

FOR SALE.

RURAL BUILDING Lot No. 1, Institute together with the FOUR HOUSES standing thereon. The Owner is prepared to accept an offer for the whole lot or to sell the houses separately, subject to the existing tenancies. Any portion of the purchase money can remain on Mortgage at 8 per cent. per annum. For detailed particulars apply to

DENNYS & BOWLEY,

Solicitors,

Supreme Court House,

Hongkong, August 24, 1901. 1762

SPECIAL SALE.

(On behalf of the Poor Orphans) of LADIES' and CHILDREN'S UNDER-CLOTHING and other Useful and Embroidered Articles, suitable for BIRTHDAY PRESENTS, &c., will be held AT THE ITALIAN CONVENT, from

23rd to 28th September,

Commencing at 2 p.m.

The Prices will be marked on every article.

The Superiority hopes to receive and merit a large share of public patronage.

ITALIAN CONVENT,

20 Caine Road,

Hongkong, September 9, 1901. 1733

TO LET.

ROUGEMONT, No. 1 Macdonnell Road.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, September 20, 1901. 1950

TO LET.

GODOWN—PRAYA, KENNEDY TOWN

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, September 19, 1901. 1947

TO LET.

FROM 1st October, FIRST FLOOR, for Offices, No. 1 Duddell Street.

Apply,

E. PABANEY.

Hongkong, September 19, 1901. 1948

TO LET.

FROM 1st November, next.

CALDER HOUSE,

MacDonnell Road.

A Fine Six-roomed House with Garden &c.

Apply to

Leo D'ALMADA e CASTRO,

Supreme Court.

Hongkong, September 18, 1901. 1943

TO LET.

GODOWN, No. 75 PRAYA EAST from 1st October.

Apply to

HOONG SEUNG,

No. 266 Queen's Road Central.

Hongkong, September 16, 1901. 1921

TO LET.

NO. 1, STEWART TERRACE, The Peak.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, July 17, 1901. 1490

TO LET.

GODOWN, No. 55, DUDDELL STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, July 4, 1901. 1399

TO LET.

A HOUSE in RIPOUN TERRACE,

'THE RETREAT,' MOUNT KELLET,

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, August 24, 1901. 1760

TO LET.

NOS. 1 to 8, "WILD DELL," WAN-CHAI ROAD.

Apply to

SANG KEE,

298, Des Vaux Road Central.

CROWN BRAND



ÆERATED WATERS.

DELICIOUS IN FLAVOUR AND ABSOLUTELY PURE.

Sole Makers of CINCHONA TONIC and CLARADE.

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS,
66, QUEEN'S ROAD CENTRAL.

CHESS COLUMN.

CONDUCTED BY BLACK BISHOP.

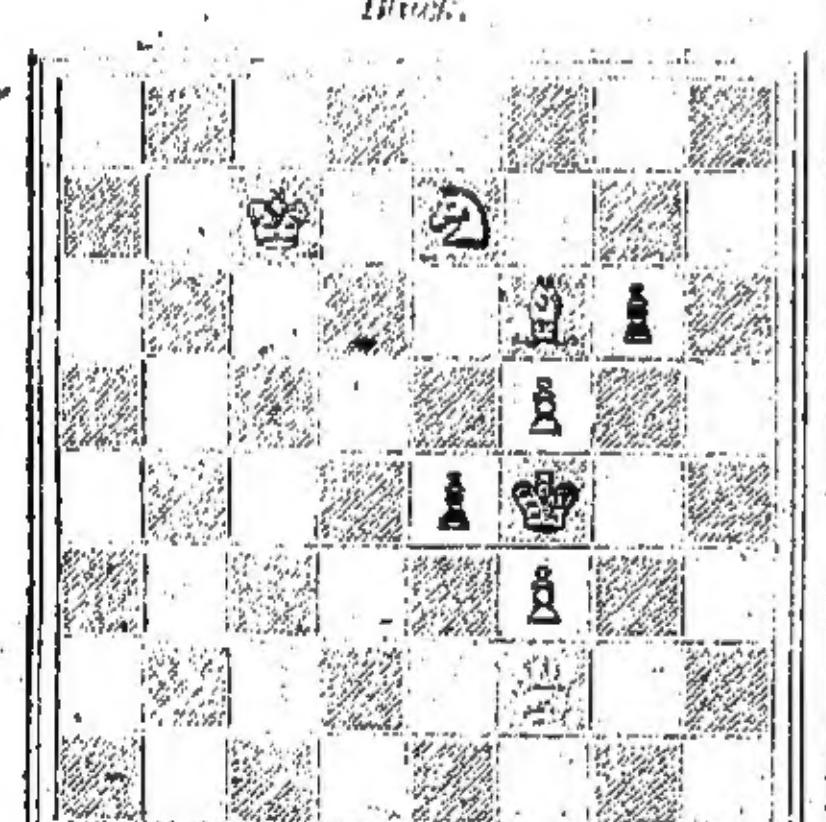
Correspondence should be addressed to CHESS, CHINA MAIL OFFICE.

Original Problems should be accompanied by Solution and Analysis.

The Hongkong Chess Club meets every Monday, Wednesday and Thursday from four till half-past seven p.m., at the Public Library, 18, Des Voeux Road.

Problem No. 33.

Black.



White to play and mate in two moves.

Solution to Problem No. 32 (by Auguste D'Orville, Antwerp) :—
1. Q—B 3, K×Kt.
2. Q—B 4, P moves, 3 P—Q B 4.

Correct solutions from C.R.T. and B.B.

The last year of the century was a year, says Literature, during which "master play and ideal chess receded more and more into the background." The Birmingham Daily Gazette notes that "the ideal, according to some authorities, is a game in which every move is well considered; a dead level contest, in which, after hours of hard mental labour, one side triumphs magnificently by the gain of the 'opposition,' in a Pawn ending. Such chess may be acceptable to a few dry-as-dusts; it will not suit the rank and file. Life is quite too short for it; and if the game could be so limited its influence would be small indeed. Let us have good chess, by all means; but let it be such as the ordinary mortal can appreciate. Let us do our best to encourage chess as a pure recreation, emphasising the fact that we may all turn to the board and to the problem as a relief from the graver affairs of life, without feeling the "game" to be depressing, or becoming so fascinated by its depths that we lose ourselves in endeavouring to fathom its infinite variety."

Dr Schapiro, in the Baltimore American, gives the following good advice to solvers:

We strongly advise the student to solve entirely from the diagram. With the board and men there is a tendency to move the pieces about, and, therefore, the student does not get the full benefit of his analysis; but by using the diagram he is compelled to exercise that reasoning analytical power that is the essence of true solving. Nearly all the best solvers can dispense with the board, and many, indeed, find it an actual encumbrance. We firmly believe that this kind of solving does far more good than solving from the board. In an especial degree it increases the power of concentration, quickens the perceptions and strengthens the memory.

Here is a brevity, based on a regulation trap in the Ruy Lopez which should serve as a warning to the uninitiated about to explore the maze of that opening:—

RUY LOPEZ.

White—Moise. Black—Healey.

1 P—K 4. P—K 4.

2 Kt—K B 3. K—Q B 3.

3 B—Kt 5. K—Q 3.

4 Castle. Kt—P.

5 R—Kt 4. Kt—Q 3.

6 Kt—B 3. Kt—Kt 2.

7 Kt—P. Kt—Kt.

8 R—Kt ch. B—K 2.

9 Kt—Q 5. Castles.

10 Kt—Q 5. K—R 5.

11 Q—R 5! Kt—Q 5 (a).

12 Q×R P ch. R—Q.

13 R—R 5 mate.

(a) There is now no saving move. If he plays P—K R 3, White replies with Q—R 6, threatening R—R 5! Black erred at his seventh, when he should have played B—K 2.

An interesting game played in the last match between New South Wales and Victoria:—

EVANS GAMBIT.

White—Moise. Black (Vic.)

W. H. Jones. R. Betts.

1 P—K 4. P—K 4.

2 Kt—K B 3. Kt—Q B 3.

3 B—B 4. B—B 4.

4 P—Q R 4. B×P.

5 Castle. Kt—Q 3.

6 Castle. Kt—K B 3.

7 P—Q 4. Castle.

8 S—P ch. Kt—Kt.

9 Kt—K B 3. Kt—Kt.

10 B—Kt 3. Kt—Kt 3.

11 P—K B 4. Kt—Kt 2.

12 P—B 5. Kt—K 4.

13 B—Kt 5. P—Q Kt 3.

14 P—B 4. B—Q Kt 2.

15 Kt—B 3. Q—Kt—Q 2.

16 Q—B 3. Q—Kt 2.

17 Q—R 5! K—Q 5.

18 Kt—Q 5. Q—K 4.

19 Kt—Kt. P—Q B 3.

20 R—B 2. P—Q B 4.

21 B—Kt. Q—B 2.

22 P—K 5. Q—P.

23 R—Q 2. B—Q 2.

24 R—K 7. B—Q B 3.

25 R—Q 2. K—R—Q 2.

26 P—Kt 4. K—B eq.

Hotels.

Peak Hotel.

CITY OFFICE, 7, DUDDELL STREET.

HOTEL CRAIGIEBURN.

PLUNKETT'S GAP, THE PEAK, near the TRAM TERMINUS. TELEPHONE 56.

For Terms, Apply to the MANAGER, 741

THE WAVERLEY HOTEL.

108 HOUSE STREET, HONGKONG.

A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

Hongkong, December 18, 1899. 2639

NEW VICTORIA HOTEL.

ROTISSERIE.

Meals a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Farmer, Proprietors.

Hongkong, May 1, 1899. 1787

CHINESE SCHOOL BOOKS.

Pelham House, FAMILY HOTEL, WYNDHAM STREET.

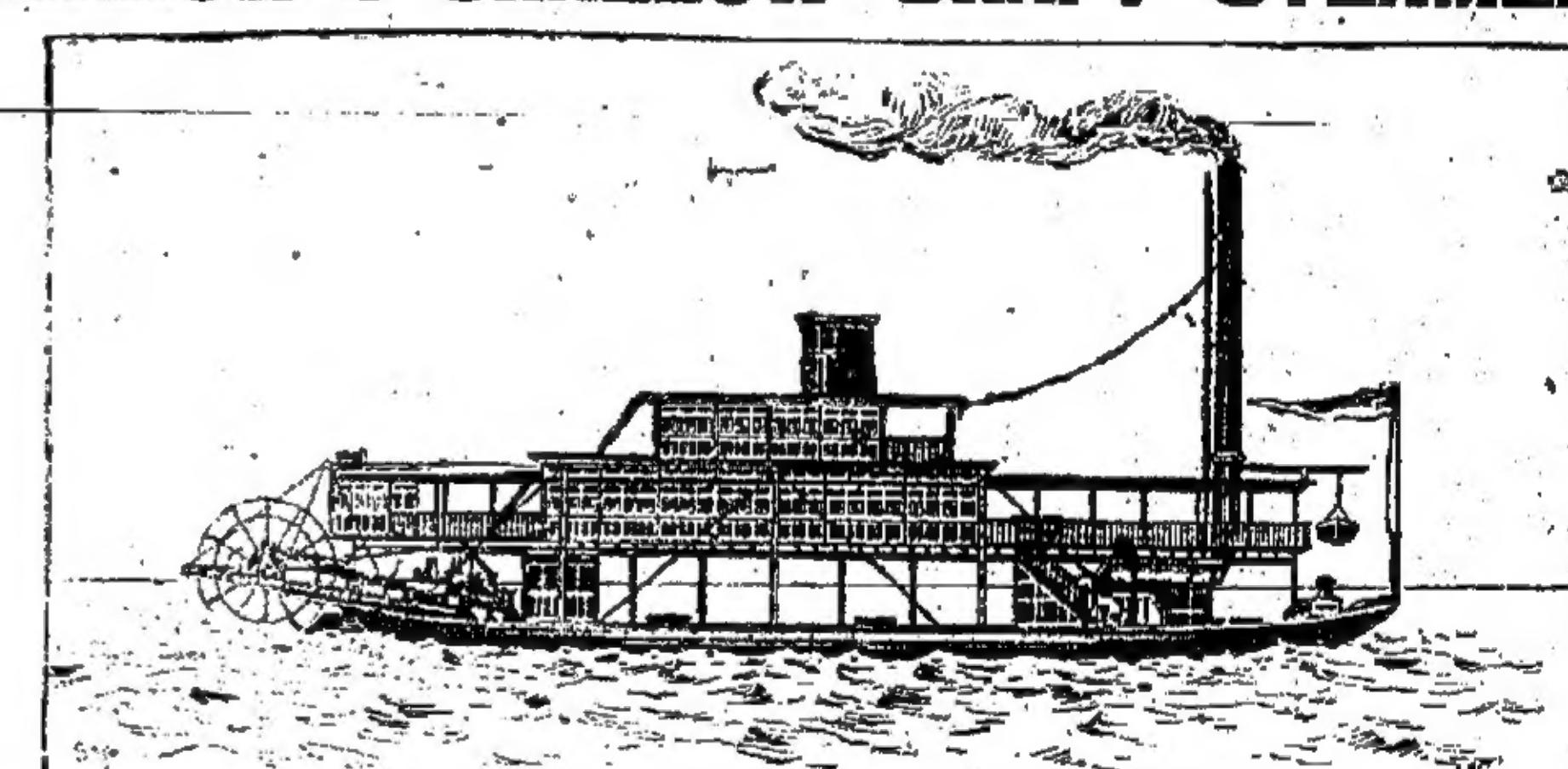
M. MOORE, Proprietor.

Translated into English by Dr. E. J. EITEL.

PRICE 30 CENTS THE SET.

CHINA MAIL Office, 5, Wyndham Street.

YARROW'S SHALLOW DRAFT STEAMERS.



STEERWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under all parts of the world.

Vessels on this system are constructed when required, to draw as little as 10 inches.

The construction of shallow river vessels propelled on various systems has been made the specialty of Messrs. Yarrow & Co., Ltd.

For particulars apply to YARROW & CO., LTD., Shipbuilders, POLE, LONDON.

Agents for LEA & PERRINS'

WORCESTERSHIRE SAUCE.

CROSSE & BLACKWELL'S LTD.



The Queen and Empress of India.

CELEBRATED OILMAN'S STORES.

SECOND EDITION

HISTORY OF THE CHURCHES OF

INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIEN,

COREA AND JAPAN.

Entrusted to the SOCIETY OF THE

'MISSION STRANGERS.'

(Translated by EDWARD HARPER PARKER and Reprinted from 'THE CHINA REVIEW.'

PRICE ONE DOLLAR.

ON SALE AT KELLY & WALSH, LTD.

TRADE MARKS:

ASK FOR DROZ & CO.'S LEVER WATCHES and CHRONOGRAPHS.

Best Value, compatible with Good Workmanship.

All Watches Guaranteed.

BERNA, MAXIM.

Watches and Clocks repaired by Competent EUROPEAN EXPERTS.

DROZ & CO., LTD.

No. 10, Queen's Road Central.

ESTABLISHED 1859.
TELEPHONE NO. 250.**ACHEE & CO.**

祥利廣

17a Queen's Road.

IMPORTERS of

**European
Goods of
All Kinds**DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.SILVERPLATED,
GLASS and
CHINA WARES.COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

Telephone No. 135.

TRADE

MARK.

WHISKIES.

IRISH.

FED.

BOTTLES.

DUNVILLE'S V.R. \$12.00

SCOTCH.

F. O. S., Very old liqueur Club	15.00
Specially Selected	12.00
Choice Old Highland	11.00
Glenlivet	8.00
Highland Nectar	7.00
D. C. L. Sole Agents	16.00
Highland Club	13.00
Dewar's White Label	18.00
Do. Extra Special	14.00
Do. Special	12.00
P. D. C. "Highland Cream"	13.00
D. G. Dump bottles	12.00
Peak Blend, Dump bottles	9.00
	8.00

AMERICAN.

Fine Old Bourbon	\$18.00
Canadian Rye	15.00

We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

H. PRICE & CO.,
457, Queen's Road.

MEMOS. FOR MONDAY.

MISCELLANEOUS.

2 p.m.—Social Sale of Clothing at Italian Concert.
Goods per *Trieste*, undelivered after this date subject to rent.

General Memoranda.

TUESDAY, September 24.—
Goods per *Lightning* undelivered after 2 p.m. landed.Goods per *Cedars* not cleared at 4 p.m. subject to rent.WEDNESDAY, September 25.—
Noon.—Meeting of Shareholders of Douglas Shipbuilding Co., Ltd., at the Company's Offices.THURSDAY, September 26.—
12.30 p.m.—Meeting of Shareholders of the Great Eastern and Caledonian Gold Mining Co., Ltd., at the Office of the Company, No. 14, Des Vaux Road.THURSDAY, October 10.—
Noon.—Meeting of Union Insurance Society of Canton, Ltd., at the Society's Head Office.**A. S. WATSON & CO.,
LIMITED.**

WINE AND SPIRITS MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

For Case of 1 doz.

A SUPERIOR PALE DRY,

Dinner Wine, Green Seal

Capsule..... \$10.00

C MANZANILLA, PALE

NATURAL SHERRY,

White Capsule..... 12.00

CC SUPERIOR OLD DRY,

PALE NATURAL SHERRY,

Red Seal Capsule..... 12.00

D VERY SUPERIOR OLD

PALE DRY, choice old

wine, White Seal Capsule..... 14.40

E EXTRA SUPERIOR OLD

PALE DRY, very finest

quality, (Old Bottled)..... 20.40

In addition to wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS GEO. G. SANDEMAN, SONS & CO., of LONDON and OPORTO, for whom we have been appointed Sole Agents:-

For Case of 1 doz.

LIGHT DRY..... \$17.00

SOLERA..... 25.00

VERY PALE DRY..... 25.00

FULL GOLDEN..... 30.00

PALE DRY NUTTY..... 32.00

FINE OLD BROWN..... 42.00

A. S. WATSON & CO., Limited,

THE HONGKONG DISPENSARY.

Few Doors East of Hongkong Hotel.

Photographic Goods of
Every Description.PLATES, PAPERS,
and CHEMICALS.**EASTMAN'S**KODAKS, FILMS,
and ACCESSORIES.Developing and
Printing Undertaken**ACHEE & CO.**17a Queen's Road
CENTRAL.

Few Doors East of Hongkong Hotel.

On the 20th September, at Thurlstone, the Peak, the Wife of H. A. RICHARDSON, of a Daughter.

The publication of this issue commences at 4.30 p.m.

The China Mail.

HONGKONG, SATURDAY, SEPTEMBER 21, 1901.

EDITORIAL COMMENT.

During the past week, Mr J. Macgregor Forbes prosecuted a cargo boat crew the CHINESE? for stealing a large quantity of sugar, the property of the China Sugar Refinery. The accused were found guilty of a most deliberate and impudent theft, and were duly sentenced to imprisonment. Mr Forbes suggested to the Police Magistrate that the cargo boat license might be dealt with; but Mr Kemp replied that he had no power under the existing law to deal with the licenses of cargo boat owners. Now, it seems to us, and we think the same opinion must be widely prevalent among those who have dealings with cargo boat people, that it is highly desirable that the Police Magistrate should have power to endorse, or, better still, to cancel licenses where the crews have been found guilty of serious crime. As the commercial community knows by sad experience, there is a considerable amount of peculation in the Harbour, most of it undetected and most of it attributable to the inherent practical nature of the cargo boat people. Magisterial power to deal with licenses might act as a healthy deterrent.

There is no doubt about it that the Chinese just now are exercising their ascendancy in this Colony in a way that may some day produce a crop of very serious troubles for the Government and Foreign community. On every hand, in every trade, in workshop and in domestic service, the Chinese are more insolent just now than they have been for many years. They even carry their insolence into the Courts of the Colony, and we are pleased to notice that the Acting Puisne Judge, Mr Servante Smith, whose judicious handling of the Chinese on another occasion received the praise of *The Times*, vindicated the honour of 'the ruling race' in the Summary Court the other day. A few more lessons might be given to benefit to employer and employee alike.

With regard to the public chair and ricksha coolies, whose bad language and impudence is subject of general complaint every day, there is much need of firmer handling, and we are pleased to learn that with a change in the Superintendentship of the Police there is a prospect of insolent coolies being dealt with in a summary fashion by Mr Badley. We are pleased to learn this, because if Mr Badley sets an example his underlings may be more disposed to help the public. Only a few weeks ago, a public ricksha coolie deliberately ran down a private ricksha of an European gentleman. The number of the public ricksha was taken, and complaint was duly lodged at one of the district police stations. The inspector or sergeant in charge refused to take the complaint, and refused to send an officer to arrest the coolie; and the gentleman had to go to the public station and take the ricksha himself to the police station. Seeing that he was in earnest, the charge was then taken, the coolie was summoned, and in due course punished at the Magistracy. As the public pay for the police they naturally expect the police to perform police duties, and not make it necessary for any European to do it for them as in the case we have referred to. 'Like master like man' is an old saying; and now that there is a change at police headquarters the public will probably have less ground for complaint. Our own experience is that the police officers have always been ready to deal with complaints against insolent coolies. The public may not be aware—we ourselves were ignorant of the fact till yesterday—that the Captain Superintendent of Police has power to cancel public ricksha and chair licenses. Most people have refrained from making complaints against insolent or extortionate coolies, because, hitherto, it has meant the loss of half-a-day at the Police Court. Rather than do this, they have endured much at the hands of the coolie class; but now that they know their complaints can be dealt with by the Superintendent of Police it is to be hoped they will co-operate with Mr Badley for the public good. All they

have to do is to send their complaint in writing to the Captain Superintendent of Police, stating full particulars and giving the number of the vehicle. We hope to learn soon that similar powers with regard to cargo boats have been extended to the Captain Superintendent of Police or the Police Magistrate.

LOCAL AND GENERAL.

Notes by the Way.

A court-martial was held to-day on board the *Timber*.

[Editorial Comment.]

No cases of plague were reported in the Colony during the past twenty-four hours.

Messrs Erich Georg and Co., hear that a dividend of \$3 per share will be proposed at the forthcoming meeting of the Douglas S.S. Company.

Constable Holdaway, who is charged with shooting with intent to do grievous bodily harm and with reckless discharge of firearms on the public street, again appeared before the Magistrate to-day. Mr Reece, solicitor, who appeared for accused, asked for a further remand, which was granted.

Timber for the Philippines.

It sounds like sending oaks to New Castle to send timber to a rich timber-producing country like the Philippines. The *Timber* was due to arrive at Manilla about the 15th inst. with the largest cargo of lumber that has gone to that port, and also the largest cargo overshipped from Portugal. She carries about 3,800,000 feet, most of which is for the Engineering Department. Over 2,000,000 ft., including about 1000 large piles, are to be used in the construction of a 'bulwark,' which is part of the harbour improvement work. This portion of the cargo has been treated with 'Avermectin Carbolineum' as a protection against 'torreos,' which infest Manila waters. The shippers of the lumber are Messrs. Henry W. Peabody & Co.

The Coolie Commission.

With this issue, at the request of the Private Chair and Ricksha Coolies Commission, we publish a circular which we hope our readers will fill up, in order to supply the Commission with information to guide them in formulating a report to the Government. In some cases, two or more circulars are enclosed. Subscribers are requested to pass them on to those of their circle of acquaintance who may be in a position to supply reliable information to the Commission. Many complaints are made from time to time about chair and ricksha coolies and domestic servants, so now that the public have the opportunity of helping the Commission we hope they will avail themselves of it. Unless the public co-operate the Government cannot be expected to introduce a workable scheme to mitigate present evils.

A. S. WATSON & CO., LIMITED.

A. S. WATSON & CO., LIMITED.

Major Pond tells how once Conan Doyle was beaten at his own game. It was in Boston, U.S. You may drive to Young's or Parker's, said he to a cabman, one of whose breast pocket was peeped. 'Pardon me,' said the police cabby, 'I think you will find Major Pond waiting for you at Parker's, sir.' Doyle stared at the man, and took his seat in silence. On arrival the cabman was handed his fare, but asked that he might have a ticket for the lecture instead. 'Come, come,' said Doyle. 'I am not accustomed to be beaten at my own tricks. Tell me how you found out who I am, and you shall have tickets for the whole of my family.' The cabman explained: 'Of course, we all knew that you were coming on by this train—that is all the members of the Cabman's Literary Guild did. As it happens, I am the only member on duty at the station this morning, and I had that advantage. If you will excuse personal remarks, your coat lapels are badly twisted downwards where you have been grasped by the pertinacious New York reporters. Your hair has the Quakerish cut of a Philadelphia barber. Your hat, badly battered at the brim in front, shows where you have tightly grasped it in the struggle to stand your ground at a Chicago literary luncheon. Your right overshoe has a large block of Buffalo mud just under the instep. The odour of a Utes cigar hangs about your clothing, and the overcoat itself shows the slovenly brushing of the porters of the throughsleepers from Albany. The crumb of doughnut on the top of your leg—pardon me, your luggage—could only have come there in Springfield, and stencilled upon the very end of the Wellington, in fairly plain lettering is the name "Conan Doyle."

CURED CROUCHY COUGH.

Mr Thomas H. Wright, the dealer in hay and grain, says: 'In my opinion Stearns' Wine is a most excellent article for growing children. My children were troubled with a croupy cough so I gave them Stearns' Wine. It has not only eased their cough, but has strengthened them greatly.'

CAME NEAR BEING A CRIPPLE.

JOSH Westhafer, of Los Angeles, U.S.A., is a poor man, but he says he would not be without Chamberlain's Pain Balsam if it cost five dollars a bottle, for it saves him from being a cripple. No external application equal to this balsam for stiff and swollen joints, contracted muscles, stiff necks, sprains and rheumatic pains. It has also cured numerous cases of partial paralysis. It is for sale by All Dealers' Workshops, Ltd., General Agents.

TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

THE BANK ROBBERY AT SINGAPORE.**The Trial Unfinished.**

(From Our Own Correspondent.)

SINGAPORE, September 21.

The trial of the ten Klingprisoners before His Lordship Mr Justice Hyndman Jones,

at the Assizes here, on a charge of stealing bank-notes from the strong room of the Hongkong and Shanghai Bank, is still unfinished.

After eight days' evidence, the case for the prosecution and the defence was concluded, and the Court resumes on Tuesday next, when Counsel for the prosecution and the defence will address the jury.

It is expected the trial will terminate on Wednesday next.

[The prisoners are—Abdul Kader, Nina Mohamed, Hajji Meidin, Singaram, Mutu Kamaran, Ana Munia Pillay, Haila (female), Noor Mohamed, Abubakar and Kupensah. Messrs Fort and Carver appear for the prosecution. Mr Khoy appears for Abdul Kader; Mr Van Sonnen for Nina Mohamed; Mr Delay for Hajji Meidin and Abubakar; Mr Van Cuylenberg for Singaram, Haila and Mutu Kamaran; Messrs. Battenburgh and Van Sonnen for Ana Munia Pillay; and Kupensah and Noor Mohamed are undefended.—Ed., C. M.]

LOCAL AND GENERAL.

Wesleyan Church Services.

The evening service at the Wesleyan Church will commence at 6 o'clock during the winter months. The change begins to-morrow night.

The R.G.A. Command.

Lieut.-Col. Ewan, Royal Garrison Artillery, has been appointed to succeed Col. T. Porrett in command of the Royal Artillery at Hongkong. Colonel Porrett came here from South Africa, and retired some time ago on half-pay.

The New French Liners.

The *Bangkok Times* hears that Mr Jourdan, of Bangkok, has acquired the contract to run the new Bangkok-Singapore line of French steamers. The concessionaire was M. Portal, civil engineer,

THE COCHRANE STREET CATASTROPHE.

Further Evidence.

The following is the remainder of the evidence of Mr. Hazelton, architect, given yesterday afternoon.—In making alterations to an old building, the Ordinance required that the old portion should comply with the provisions of the Ordinance as well as the new part. One of the requirements was that every wall shall be properly bonded together and solid across its entire thickness. It was not possible to ascertain with out opening a wall whether a wall complied with this section (Section 10 as amended). There was another provision that black bricks shall not be used in the lower story without the approval of the Surveyor General, but that provision had not been enforced. When there had been an addition to an old house, it had not been required that the lowest story should be of red brick. There was nothing to indicate what bricks the walls were built of, and without physical inspection, it was impossible to tell whether the buildings complied with the Ordinance or not. When witness was in the P.W.D. and planned a scheme proposed by an architect, he took it for granted that the buildings complied with the Building Ordinance. Witness saw the houses after the accident and his idea as to the cause of the collapse was that it was due to quantity of iron stored on brackets fastened to the party wall between Nos. 32 and 34, in the blacksmith's shop. At the present time, there were some small brackets on the lower portion of the party wall still standing. The piece being a blacksmith's shop, carrying the weight of heavy material would tend to shake and weaken the wall. If there was a quantity of iron stored on the first verandah it was quite possible that that caused the front wall to give way and the party wall followed. A building would stand without its front wall, because the roof and all the floors rested on the party wall, but most front walls had tyrods and were bonded to the party wall and both might fall. In this case, it was most probable that the party wall fell first. The walls were badly bonded but there was no hollow. The remains of the party wall appeared to be like two nine-inch walls built together without bonding. In the brick laying, if you put a knife into any joint you may strike a brick, but this party wall was full of vertical joints several courses deep, and there were also a lot of broken bricks used. An architect said it was safe to build new work on an old brick wall. Witness had no certificates of any sort or diploma as an architect or engineer. All his experience had been gained in the Public Works Department of this Colony.

The inquiry was at this stage adjourned till to-day.

On resuming to-day, Mr. F. Pearson, clerk of works and assistant to Mr. Hazelton, architect, was put in the box. He said he was formerly an overseer for about six years in the Public Works Department. In this capacity he was Inspector of Buildings. He left in the P.W.D. at the end of June last year and joined Mr. Hazelton in July. When he was in the P.W.D. there was nobody else in charge of the Building Ordinance except Mr. Tooker. Mr. Hazelton and himself. The first thing witness did in connection with No. 32, Cochrane Street, last year was to examine the walls. Mr. Hazelton told him to do so. Witness did not keep a diary or record of the work he did. He could not say the exact date, but it was somewhere about the beginning of November. Mr. Hazelton said the owner wished to raise the height of the buildings by putting another storey on and he (witness) was asked to examine the walls and ascertain if they were in accordance with the Building Ordinance.

How did you know they were in accordance with the Building Ordinance?—I measured their thickness.

What else did you do?—I looked at the walls and I found no cracks.

Were the hours occupied at the time?—Yes.

Did you get the tenants to remove their property to enable you to examine the walls?—No, it was not necessary.

Did you see the walls in the blacksmith's shop without removing the machinery?—Yes.

Did you examine where the sheet-iron was?—Yes. Against the party wall there was some sheet iron, and I went to the next house and looked at the same part of the wall.

Can you see through a brick wall?—I can not.

Did you remove any of the whitewash or dirt from the walls to facilitate your inspection?—No, I did not.

Did you use a plumb line to plumb the walls?—No. The walls were perfectly plumb. I could see that without a plumb-line.

How could you see whether the party wall was plumb if the floors were there?—There was no indication of any crushing.

As a matter of fact, it is not possible for you to see the whole of the height from the bottom to the coping?—Oh no; the floors are better.

How long did the inspection of No. 32 take you?—It took me about twenty minutes.

Did you report to Mr. Hazelton?—Yes.

Writing or verbal?—Verbally.

Did you afterwards make an inspection of No. 34 with the same object?—Yes, three or four weeks later.

Was your inspection of No. 34 similar to that of No. 32?—Exactly the same, and I reported in the same way.

You are familiar with the Building Ordinance?—Yes, rather.

If you don't examine the foundations, how can you tell that the walls are in accordance with the Building Ordinance?—I could not tell. When I was in the Public Works Department, if an architect sent a plan to Mr. Tooker of additions or alterations, the foundations were never shown, and are never required to be shown.

His Worship—You mean it is never required by the P.W.D.?—Yes.

Mr. Bowley—You are familiar with the amended section 10, requiring walls to be solid, properly bonded, substantially put together with good mortar?—Yes.

How can you tell whether a wall complies with that if you don't open the wall?—I could not tell.

Do you consider it necessary that a ground floor should be of red brick, if the rest of the building is of blue brick, unless with the approval of the Surveyor General?—No; that is not so. It has never been done in connection with alterations or additions. That Ordinance is after 1889.

As a matter of fact this wall was blue brick?—Yes.

His Worship—What is your opinion as to the cause of the collapse?—It was probably caused by the outlets getting blocked, and

owing to the rainy weather and the water not being able to get away, it soaked into the wall. The same thing happened at the Hongkong and Shanghai Bank, at the Queen's Road entrance five or six years ago.

Mr. Bowley—Have you had any training as an engineer or surveyor?—I was assistant surveyor for years on the Cape Government Railway.

Did you serve any apprenticeship?—No. I came out here and was taken on to look after the Tyman Waterworks. When the Tyman works were completed, I was employed by Leigh and Orange, Palmer and Turner and W. Danby and Co. until I joined the Public Works Department.

John Lorraine Stuart said—he was draftsman in Mr. Hazelton's Office since March of April last year. He had no previous experience. He measured No. 32, Cochrane Street, in December last year. No. 34 was measured later. He made plan E. and D. He did not make the plan of the details. He was copied from other tracings. He did not make the tracing. C. did not make the original of it. In order to make the plan, he took the depth and width of the ground floor, yard and kitchen, and the heights of each room. It took about a quarter of an hour to measure each house. The dotted lines in plan B represent the foundations of the cross wall. The details of the plans were discussed. On plan E. the ground floor measurement, 34 feet, 8 inches, was an internal measurement. The measurement 38 feet 4 inches of plan B was an external measurement, although marked as an internal measurement. This was a mistake on the plan. As a matter of fact, he thought the houses were of the same depth. In each of the two houses, there were formerly two cross walls, but witness did not think it was necessary to show these on the plan. He had shown all the new work. He did not think it necessary to show the old foundations of the old walls and he did not see them. Mr. Hazelton told him to make the new wall 50 feet high from the foundation. It was not necessary in witness' opinion to show the stairs in plan B. In plan B there was a staircase which he just happened to think of. He had drawn the plan, but did not take any notice of it properly. Witness measured the width of the street, the total amount of time spent in each house was fifteen minutes.

The Chairman said he thought there was nothing further to be said on that head. The matter was now closed.

THE PROHIBITION OF CHINESE IMMIGRATION INTO THE STRATE SETTLEMENTS.

In reference to this question the Secretary said that a letter was on the 13th August, addressed to the Colonial Secretary acknowledging receipt of his letters of the 31st July and 7th August, and tendering

for the successful efforts made by him to procure the withdrawal of the above prohibition.

J. M. Xavier At. M. J. C. E., assistant engineer in the Public Works Department, said he had been in the Department for fourteen years. He took charge of the Building Ordinance work under Mr. Tooker, from 1st May, 1900, to the resignation of Mr. Hazelton. At first his staff consisted of Mr. Pearson his overseer, and part of a Chinese clerk's services. Mr. Pearson resigned on 15th June last year, and witness had the whole of the time of the Chinese clerk. The clerk simply did the clerical work. After 15th June witness had no overseer. On 3rd November, witness had the Building Ordinance work, and, from 15th June till that date, he was single handed. In addition to this Building Ordinance, witness had three or four Public Works Extraordinary under his charge. During these five months he (witness) had the supervision of all the private building operations in the Colony without any assistance whatever. It was not possible to have an effective supervision of all the building work in progress, though he did the best he could. Witness reported to his superior Mr. Tooker. The work was done on 1st November, tendered over to Mr. Crisp. Notice 'A' referring to No. 32, dated 3rd November passed through his hands. The plans were attached. It was the practice to note the plan and pass it on to the Medical Officer of Health. The plan was done in this case. It was witness' duty to examine the plan and see that it complied with the Ordinance, except when particularly requested to do so. It was Mr. Tooker's duty. Witness had never been to No. 32 Cochrane Street. It was not necessary when plans of alterations came in to go and see the building. It was sometimes done. The reason it was not necessary was because the plan gave all the necessary information.

How do you know that the plan is correct?—We take it for granted, when the plan is submitted by a regular architect in practice in the Colony, that the information contained in the plan is correct.

Continuing, witness said there was nothing on the plan to show that the walls were of red or blue brick. There was nothing to show whether the wall was properly bonded and solid throughout. There was nothing in the plan showing that the old walls had any foundations whatever.

Some discussion ensued as to whether there was any need to quarry for ballast but it was pointed out that there was no broken stone and that the loose stone had been pretty well exhausted.

PROPOSED REGISTRATION OF CHINESE PARTNERSHIPS.

It was reported by the Secretary that, in accordance with the decision taken at the last meeting, a letter was addressed to the Singapore Chamber of Commerce in reply to their enquiry of the 27th July, to the effect that a Committee was now enquiring into the above question, and that so soon as their report has been published, the result shall be notified to the Chamber.

The Secretary was instructed to ascertain whether the Committee had drawn up its report.

THE CHINESE TARIFF.

On the 13th August, a letter in acknowledgement of the receipt of the telegram from the British Minister at Peking on the 8th instant, stating that no change in the duty on opium was contemplated, was despatched to Peking and a question as to certain other imports was asked.

Read reply to above from Sir Ernest Satow, to the effect that the only other exemptions to the 5 per cent. tariff are rice and other cereals and flour of foreign origin.

Powers have consented to Chinese Import duties being placed on treaty basis of 5 per cent. on maritime imports including articles hitherto free, with the exception of rice, cereals and flour of foreign origin. New Tariff will come into force two months after 7th September and exception has been made only in case of merchandise in route for ten days at latest after 7th September. Duties will be levied ad valorem pending conversion specific duties.

In connection with above,

The Chairman mentioned that the native Customs duties on all open ports would be collected by the Imperial Maritime Customs, and that all dues levied on imports ad valorem will be recovered, as far as possible and as soon as practicable, into specific duties. He thought that these were most important points on which there was much cause for congratulation.

The Committee cordially concurred in this opinion.

It was decided when writing to the British Minister to thank him for information recently given, and to urge that there should be no delay in carrying out the letter and the spirit of the provision for the prompt conversion of the ad valorem into specific duties.

THE PACIFIC CABLE.

A copy, signed by the Chairman, was on the 24th August, sent to the circular letter from the Ottawa Board of Trade, which has also been published by the local Press.

A copy of the *Times* of the 14th August containing a letter by Sir Edward Saeson on the Pacific cable and report of a debate on the same subject in the House of Commons was laid on the table.

The Chairman remarked that they were much indebted to Sir Edward Saeson for so persistently fighting their battle with the Telegraph Companies, and witness had nothing to add to his former opinion as to the cause of the collapse.

Since his arrival in the Colony, he had been the only party to inspect private buildings in the whole colony. Witness had nothing to add to his former opinion as to the cause of the collapse. Since he last gave evidence, he had been in the premises and found among the debris iron rods which had been bolted through the floor joists and had evidently been used for making a cockpit or sheathing for storing iron pipes, etc. It was a very common practice in blacksmith's shops in securing tenders for the transport of guns, &c., not a single answer to the advertisements calling for tenders in the local papers having been received, and asking for the advice and assistance of the Chamber in the matter.

After some discussion,

It was decided to reply regretting the inability of the Chamber to lend assistance in the matter, and as it seemed obvious the War Department was being boycotted for some reason, to suggest application to the Registrar-General for assistance.

This was all the business of general interest.

Mr. Bowley—You are familiar with the Building Ordinance?

Read letter addressed to Colonel Collard, Deputy Assistant Adjutant General, complaining of the difficulty experienced in securing tenders for the transport of guns, &c., not a single answer to the advertisements calling for tenders in the local papers having been received, and asking for the advice and assistance of the Chamber in the matter.

Mr. Bowley—You mean it is never required by the P.W.D.?—Yes.

Mr. Hazelton—You are familiar with the Building Ordinance?

Read letter addressed to Mr. Hazelton, architect, giving account of the inspection of the building.

Mr. Bowley—You mean it is never required by the P.W.D.?—Yes.

Mr. Hazelton—You are familiar with the Building Ordinance?

Read letter addressed to Mr. Hazelton, architect, giving account of the inspection of the building.

Mr. Bowley—You mean it is never required by the P.W.D.?—Yes.

Mr. Hazelton—You are familiar with the Building Ordinance?

Read letter addressed to Mr. Hazelton, architect, giving account of the inspection of the building.

Mr. Bowley—You mean it is never required by the P.W.D.?—Yes.

Mr. Hazelton—You are familiar with the Building Ordinance?

Read letter addressed to Mr. Hazelton, architect, giving account of the inspection of the building.

Mr. Bowley—You mean it is never required by the P.W.D.?—Yes.

Mr. Hazelton—You are familiar with the Building Ordinance?

Read letter addressed to Mr. Hazelton, architect, giving account of the inspection of the building.

Mr. Bowley—You mean it is never required by the P.W.D.?—Yes.

Mr. Hazelton—You are familiar with the Building Ordinance?

Read letter addressed to Mr. Hazelton, architect, giving account of the inspection of the building.

Mr. Bowley—You mean it is never required by the P.W.D.?—Yes.

Mr. Hazelton—You are familiar with the Building Ordinance?

Read letter addressed to Mr. Hazelton, architect, giving account of the inspection of the building.

Mr. Bowley—You mean it is never required by the P.W.D.?—Yes.

Mr. Hazelton—You are familiar with the Building Ordinance?

Read letter addressed to Mr. Hazelton, architect, giving account of the inspection of the building.

Mr. Bowley—You mean it is never required by the P.W.D.?—Yes.

Mr. Hazelton—You are familiar with the Building Ordinance?

Read letter addressed to Mr. Hazelton, architect, giving account of the inspection of the building.

Mr. Bowley—You mean it is never required by the P.W.D.?—Yes.

Mr. Hazelton—You are familiar with the Building Ordinance?

Read letter addressed to Mr. Hazelton, architect, giving account of the inspection of the building.

Mr. Bowley—You mean it is never required by the P.W.D.?—Yes.

Mr. Hazelton—You are familiar with the Building Ordinance?

Read letter addressed to Mr. Hazelton, architect, giving account of the inspection of the building.

Mr. Bowley—You mean it is never required by the P.W.D.?—Yes.

Mr. Hazelton—You are familiar with the Building Ordinance?

Read letter addressed to Mr. Hazelton, architect, giving account of the inspection of the building.

Mr. Bowley—You mean it is never required by the P.W.D.?—Yes.

Mr. Hazelton—You are familiar with the Building Ordinance?

Read letter addressed to Mr. Hazelton, architect, giving account of the inspection of the building.

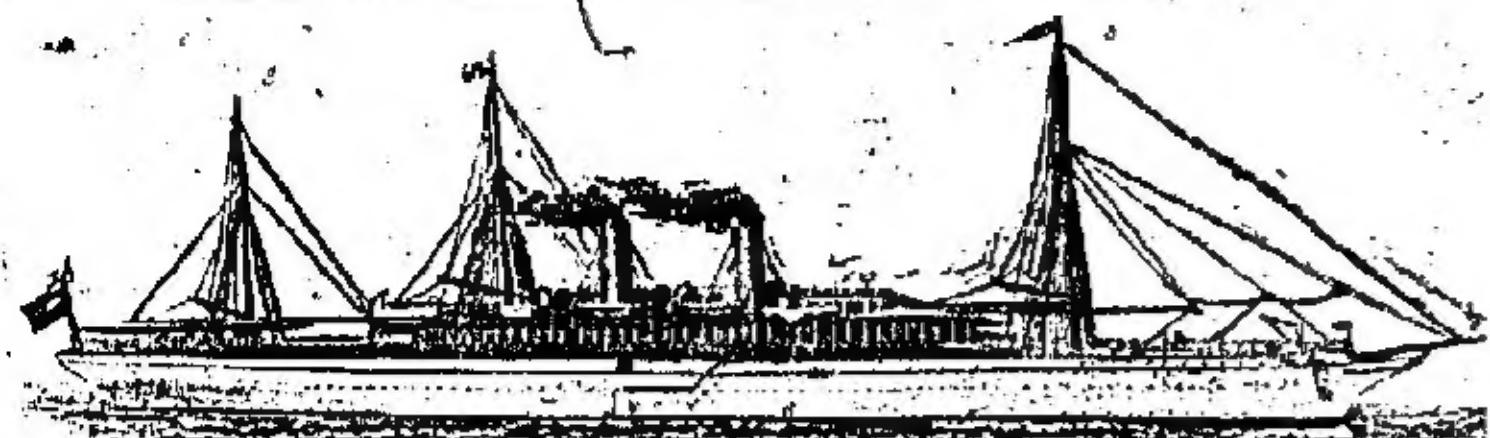
Mr. Bowley—You mean it is never required by the P.W.D.?—Yes.

Mr. Hazelton—You are familiar with the Building Ordinance?

Read letter addressed to Mr. Hazelton, architect, giving account of the inspection of the building.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamship—6,000 Tons—10,000 Horse power—Speed 10 knots.

Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPEROR OF JAPAN, Comdr. H. Pybus, R.N.R., Wednesday, 25th Sept., 1901.

EMPEROR OF CHINA, Comdr. R. Beitham, R.N.R., Wednesday, 6th Nov., 1901.

TARTAR 4425 Tons, Comdr. E. Beitham, R.N.R., Wednesday, 20th Nov., 1901.

EMPEROR OF INDIA, Comdr. F. G. Ustall, R.N.R., Wednesday, 27th Nov., 1901.

ATHENIAN 3882 Tons, Capt. H. Mowat, Wednesday, 4th Dec., 1901.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and finally make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Passage, and make connection at Vancouver with the PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice.

Passengers booked through rail, steamship and air and AROUND THE WORLD return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at the Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

* * * Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

In addition to the excellent First Class Passengers accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled in the Pacific, and also Steerage. The "TARTAR" takes First Cabin and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guide Books, Rates of Freight and Passage apply to

D. E. BROWN, General Agent,
Pepper Street.

1112

IMPERIAL GERMAN MAIL LINE
NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, POET SAID, NAPLES, GENOA, ANTWERP, LIEGE/BEN/AMERIGA;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTH AMERICA TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
Steamers... Sailing Dates.

PRUSSIKEN THURSDAY, 3rd October.
HAMBURG (HAMBURG-AMERIKA LINE) WEDNESDAY, 16th October.
SACHSEN WEDNESDAY, 30th October.
KAUTSCHOU (HAMBURG-AMERIKA LINE) WEDNESDAY, 13th November.
BAUERN WEDNESDAY, 27th November.
STUTTGART WEDNESDAY, 11th December.
KONIG ALBERT WEDNESDAY, 25th December.
PRINZESS INES WEDNESDAY, 8th Jan., 1902.
PRINZ HEINRICH WEDNESDAY, 22nd January.
PRUSSIKEN WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINE) WEDNESDAY, 19th February.
SACHSEN WEDNESDAY, 5th March.

ON THURSDAY, the 3rd day of October, 1901, at Noon, the Steamship OHLFELSEN, of the Norddeutsche Lloyd, Captain E. Pfeifer, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 1st October, Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 2nd October, and Parcels till they are received at the Agency's Office until Noon on WEDNESDAY, the 2nd October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards. Linen can be washed on board.

Norddeutscher Lloyd.

For further particulars, apply to

Melchers & Co., Agents.

1901

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS. TO SAIL
TIKTINSIN KWEIYANG 25th September.
TIKTINSIN KUICHIANG 25th September.
SHANGHAI TSIAN 3rd October.
MANILA CHIANG 12th October.

PORT DARWIN, THURSDAY
ISLAND COOK TOWN, CHINGTU 12th October.
TOWNSVILLE, BRISBANE
SYDNEY AND MELBOURNE

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 21, 1901.

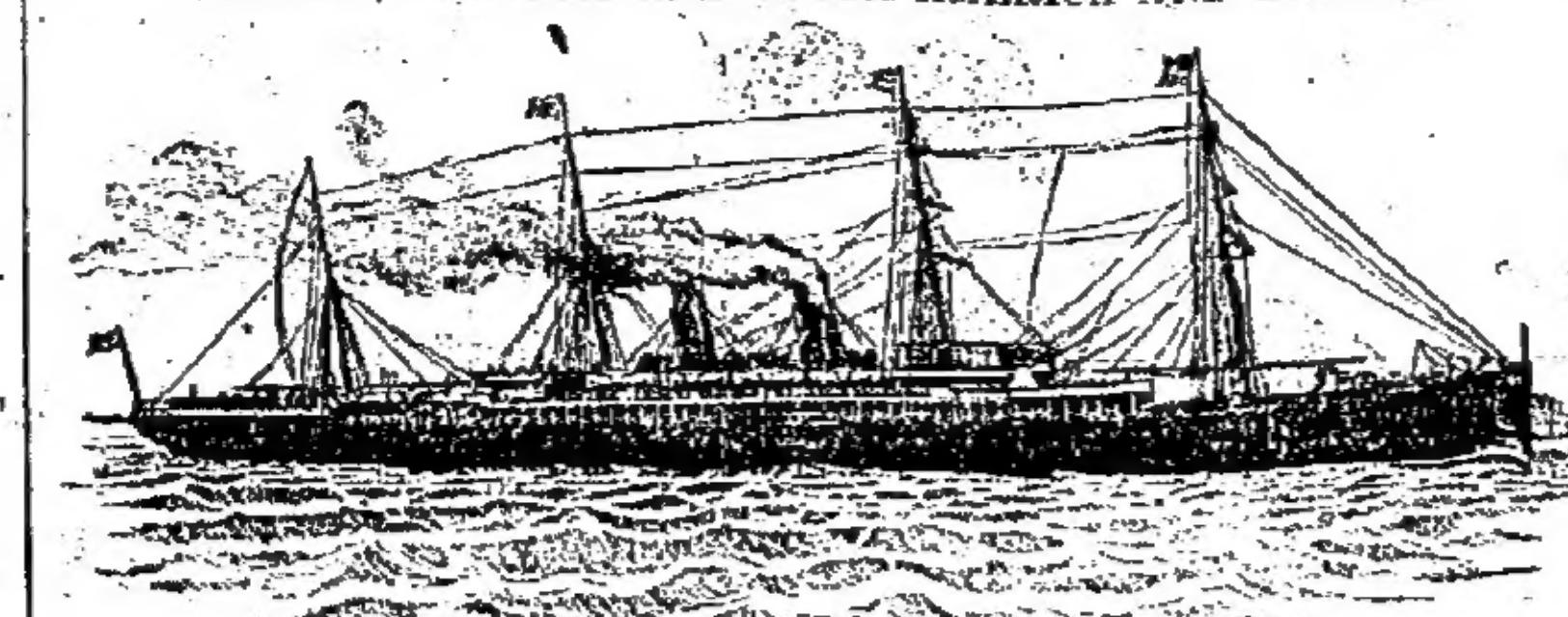
Shipping.

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND
OCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING TUESDAY, 24th Sept., at Noon.
GABIC WEDNESDAY, 25th Sept., at Noon.
SPIN SATURDAY, 28th Sept., at Noon.
DORIC TUESDAY, 29th Sept., at Noon.

THE P. M. Company's Steamship CITY OF PEKING will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 24th Sept., at Noon, taking Freight for Japan, the United States and Europe.

Steagers of these lines pass through the INLAND SEA OF JAPAN, and Call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States, Canada, Mexico, Central America and South America, by the Company's and connecting Steamers.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger's holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment

Shipping.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOIS-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship LAOS.
Captain Iroquois, will be despatched for the above Ports on or about TUESDAY, the 24th Instant.
For Freight or Passage, apply to
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, September 17, 1901. 1930

NIJON YUSEN KAISHA.

FOR MANILA.

THE Company's Steam Ship ROSETTA MARU, 3,411 Tons Gross, Captain N. Tan, will be despatched for the above Port on FRIDAY, the 27th Instant, at 6 p.m.
Train Mail Steamer is provided with superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by Steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA,
Manager.

Hongkong, September 20, 1901. 1954

FOR NEW YORK.

THE 3/3 A. L. American Ship MANUEL LLAGUNO will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & CO.

Hongkong, July 8, 1901. 1421

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS
AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)

\$14 per Annum (including Postage),
"CHINA MAIL" OFFICE,
5, WYNDHAM STREET, HONGKONG.

KEATING'S POWDER

KEATING'S POWDER

KEATING'S POWDER

KEATING'S POWDER

BUGS,

FLEAS,

MOTHS,

BEETLES,

MOSQUITOES.

KEATING'S POWDER

CHURCH SERVICES.

ORDER OF CHORAL SERVICE.—AT ST. JOHN'S CATHEDRAL—16TH SUNDAY AFTER TRINITY.
SUNDAY, SEPT. 22.

Musica (11 a.m.)—Responses, Final; Venit. Psalm: Polys. Catech. Psalm; Taidor: Te Deum; Russel; Jones, Psalms; Benedic, Te Deum; Anthon: O Lord Most Holy (F. Ales); Hymn, 214; Offertory, Hymn, 221.

Evensong (5.30 p.m.)—Responses, Final; Psalms, Russel, Smart, Goodenough; Magnificat and Nunc Dimittis, Howell; Antiphon: Ye shall dwell in the Land (Stainer); Hymn, 174 and 31; Visper Hymn, Ward 14; Recital (a) Offertory (in Latin), (b) Benediction (A. Hollins).

UNION CHURCH—SUNDAY, SEPT. 22.
Morning Service—Hymns, 411 (Rutherford); 230 (Mount of Olives); 130 (London New); Psalm, 148 (Mornington); Athene, 14, As the Hart Panteth; Sermon, The Unknown Quantity in Christ.

Evening Service—Hymns, 125 (Nativity), 251 (I Need Thee), 202 (St Agnes Durham), 339 (Friend of Sinners), 272 (Petra (Redhead), Sermon, The Perils of self-confidence.

WELLYAN METHODIST CHURCH—WELLYAN,
SUNDAY, SEPT. 22.

Morning—10.30. Evening—6.00.

ST. PETER'S CHURCH, WEST POINT, 16TH
SUNDAY AFTER TRINITY, SEPT. 22.

Masses (11 a.m.)—Venit. Elys; Te Deum; Hayes, Jubilate, Gregory; Hymns, 332, 276 (S.H.), and 286; Evensong (6.30 p.m.)—Magnificat, Tuncus; Non-Dimittis, Barony; Hymn, 364; 429; Psalm, 148 (H. and 350).

The Mission of Angels, Duxbury will visit the church on Sept. 30 and 10.30 a.m., and both for 3.30 and 6 (Kirkton, 10.30 and 6) to bring news ashore to the services, so turning afterwards. The "Answering Angel" may be hoisted.

VISITORS AT HOTELS.

MISSIONARY HOTELS.

Mr W. H. Anderson Mr E. A. Irving
Mr D. A. Andrew Mrs Jewett
Mrs Angus Mr & Mrs Johnson
Mr H. Arnold Mr & Mrs Joseph
Mr W. S. Bates E.S.
Mr J. T. Bell Mr E. A. Kates
Mr J. Black Mr & Mrs F. Kene
Mr A. Bonner Mr N. Lazarus
Major W. B. Browne Major R. P. Littlejohn
R.E.
Mr Busbaw Long
Mr C. G. Buttrick Mr J. M. Lyon
Mr D. C. Cameron Mrs Lyon
Mr E. Clark Mr J. McDonald Mackie
Mr G. Colman Mr Marion
Mr J. S. Cohen Capt. Mrs E. E.
Mr M. Cyphrden McLean
Mr P. C. Dennehy Mr Michael
Mr D. M. Duvelius Mr W. Parfitt
Mr G. M. Discombe Dr W. W. Poor
Major Durhill, R.A. Mr A. J. Pitcher
Capt. & Mrs Dunford-Poynter
and child Mr H. Price
Major P. S. Dyson Lt. W. A. Quigell
Mr F. W. Edwards Dr L. R. Read
Mr and Mrs T. L. Mr A. Read
Farnall Mr W. R. Ridder son
Mr A. G. Field Mr C. Schow
Mr Fischer Mr P. W. Seaman
Mr Kennedy Gibson Mr Simons
Mr E. Goings Mr A. E. Simpson
Mr C. Glover Mr T. J. Smith
Mr J. Grant Mr R. G. Smithers
Mrs Hamill Mr T. C. Stanford
Mr W. Harris Mr G. R. Stevens
Mr P. Harold Mr D. G. Taylor
Mrs J. Harvey Dr & Mrs J. C. Thompson
Mr J. A. Hawkins Mr H. M. Tibby
Mr R. G. Heckford Mr G. H. Winkelman
Mr J. van Houten Mr K. W. Whitton
Mr T. Howard Mr K. W. Whitton
Mr & Mrs Howkin
Mr W. Kercheval Mr W. J. G. Whitley
Hughes Mrs A. M. Whitton
Mr A. N. Huie Mr J. W. Woolley
Capt. Innes Mr J. S. Young

KOW-LON HOTEL.

Miss K. Connolly Mr G. H. Holden
Mr and Mrs J. B. Capt. H. N. Holden
Fernandez Dr P. A. Nichols
Mr Horn, Hargreaves Mr V. Riegen
Mr T. O. B. Hartmann Mr C. Schmidt

PELIHAM HOUSE.

Mr C. Bell Mr B. Moffatt
Mr W. H. Bronson Mr & Mrs Moll
Mr Campbell Mr J. Pear
Mr Coyle Mr and Mrs Philpot
Mr Y. Daldrymple and children
Mr Davies Mr & Mrs Revere
Mr J. Fisher Mr E. Albin Shawin
Mr Jewitt Mr T. H. Walker

THE WEAVERLY HOTEL.

Mr N. R. Davidson Mr R. W. Linton
Mr J. M. Ellis Dr Macleod
Mrs H. C. D. French Mr Benita Mestrea
Mr B. C. Gleeson Mr F. Petersen
Miss B. Hutchings Mrs R. Ridder
Miss Hutchings Mr N. S. P. Trimingham
Mr J. M. Jones ham
Lieut.-Colonel Koo Mrs Wishart

GRAEFERHORN.

Mr H. A. Belden Mr W. Helms
Mr H. Bells Capt. P. Langlands
Mr & Mrs H. Matthe- A.O.D.
son Brown Mrs Langlands
Mr C. A. Burckhardt Mr E. Burns Pye
Mr J. W. Crouch Mr James Scott
Mr G. H. Edwards Sisters, Govt. Civil
Capt. J. Farrow Hospital
Mr & Mrs G. Grimble Mr & Mrs F. R. C.
Mr J. B. Heasman Surplice
kirk

PEAK BOIL.

Mr M. Astouff Mr J. E. Lee
Miss Bacon Mr R. Martin
Mr J. F. Baulton Mr A. J. May
Mr James Beattie Mr A. P. B. Mc
Mr J. W. C. Bonar Dermott
Colonel L. E. Brown Mr & Mrs McMillan
R.E. Mr J. F. Miller
Mr G. Brusse Mr E. F. Miller
Mr H. F. R. Bryne Colonel Perratt, R.A.
Col. A. V. Collard Mr John Pitt, R.N.
General Crookshank Hon. H. E. Pollock
Mr W. Dwyer Capt. Purcell
Mr & Mrs Dredrick and Mrs Eugene
and children Mrs. and child
Mr F. Drier Mrs. R. Marmy Ruin
Mrs Elliott say, R.N.
Mr J. S. Ezekiel Mrs Sawyer
Mr Andrew Forbes Mr A. Sinclair
Mr & Mrs H. W. Mr A. G. Stokes
Fraser Mr J. S. Thomson
Dr G. W. Graham Mr W. H. Wheeler
Dr Gumprecht Mr W. T. Wilgress
Major Hamilton Mrs W. Wilson and
Mr Phillips Jameson child
Mr H. U. Jeffries Mr & Mrs H. Taylor
Mr G. W. Reeves Ju'r Wright

SHIPPING.

ARRIVALS.

September 21.

Diamante, British steamer, 1,254, J. Rattebury, Manila Sept. 16, General.—
SHEWAN, TOME & CO.

Ayacucho, British cruiser, 11,000, G. H. Cherry, Nagasaki Sept. 14.

Koh-si-chang, German steamer, 1,291, Leues, Bangkok Sept. 14, General.—BUTTERFIELD & SWINE.

Hathor, French steamer, 309, Merlesea, Hull and Holloway Sept. 20, General.—A. R. MARTY.

Soller, German steamer, from Canton.

DEPARTURES.

September 21.

Daybreak, for Shanghai.

Andalusia, for Singapore and Hamburg.

Haden, for Kwang-shoo-wan.

Tordenskiold, for Samarang.

Nest, for Moji.

Hacking, for Amoy.

Bonday, for Singapore and London.

Argonaut, for Shanghai.

Kajaberi, for Swatow.

Independent, for Chefoo.

CLEARED.

Lion, Mering for the Amoy.

Jasmine, for Shanghai.

Whisper, for Shanghai.

Nullberg, for Newchow.

Destra, for Swatow.

PASSENGERS.

ARRIVED.

Per Diamante, from Manila, Miss Benjamin, Blayne, Glencoe, Peterson, Sir Leong, Moscovi, Chai Boeng, Dr. Saenger, Mrs Whitney, Mrs. Miss and Master Sheerer, Capt. Potter, Mr R. Cameron, and 921 others.

DEPARTED.

Per Leavenworth, for Manila, Dr and Mrs R. F. Weir, Miss E. B. Allen, Mrs H. L. Draper, Master Draper, Messrs E. E. Stoylton, Oliva Vandervelt, and F. Cleo Palacio.

SHIPPING REPORTS.

The British steamer *Diamante* reports:

From Manila Sept. 18, fine and clear calm weather throughout.

The British steamer *Jasmine* reports:

From Nagasaki Sept. 16, encountered typhoon on Tuesday night. No damage done. Sea quite smooth since Thursday.

STEAMERS.

ARRIVED.

Per *Diamante*, from Manila, Dr and Mrs R. F. Weir, Miss E. B. Allen, Mrs H. L. Draper, Master Draper, Messrs E. E. Stoylton, Oliva Vandervelt, and F. Cleo Palacio.

ARRIVED.

Per *Leavenworth*, for Manila, Dr and Mrs R. F. Weir, Miss E. B. Allen, Mrs H. L. Draper, Master Draper, Messrs E. E. Stoylton, Oliva Vandervelt, and F. Cleo Palacio.

ARRIVED.

Per *Lion*, for the Amoy.

ARRIVED.

Per *Whisper*, for Shanghai.

ARRIVED.

Per *Independent*, for Chefoo.

ARRIVED.

Per *Daybreak*, for Amoy.

ARRIVED.

Per *Nullberg*, for Newchow.

ARRIVED.

Per *Destra*, for Swatow.

ARRIVED.

Per *Cleared*, for the Amoy.

ARRIVED.

Per *Ships*, for the Amoy.

ARRIVED.

Per *Destra*, for Swatow.

ARRIVED.

Per *Leavenworth*, for the Amoy.

ARRIVED.

Per *Leavenworth*, for the Amoy.